PROJECT INTRODUCTION AND WAIVER ELIGIBILITY

Johnson, Mirmiran & Thompson (JMT) is working with Island Roads Construction (IRC) as a Design/Build Team, under contract with the Federal Highway Administration, Eastern Federal Lands Highway Division (FHWA EFL) and working with the US Virgin Islands Department of Public Works (DPW), to repair damage caused by Tropical Storms/Hurricanes Irma and Maria. The Team will be completing design, permitting, and construction of repairs for 5 roadway sites on St. John, 3 of which are anticipated to potentially impact the CZMA (**Table 1, Figures 1-4**). The project is not anticipated to expand the footprint of the roadway for the sites, although there may be some temporary disturbance outside the existing footprint for construction. At, this time, additional right of way acquisition is not expected to be needed; however, some temporary or permanent construction easements will be needed at several sites to construct the repairs. The majority of the sites affected were impacted by landslides caused by storms.

JMT is applying on behalf of DPW and EFL for a waiver for impacts to the CZMA at three sites in St. John based on the following 2019 US Virgin Islands Code, Title 12 – Conservation, Chapter 21 - Virgin Islands Coastal Zone Management:

> ***§ 910. Coastal zone permit***
> *B-2: Where immediate action by a person or public agency performing a public service is required to protect life and public property from imminent danger, or to restore, repair, or maintain public works, utilities or services destroyed, damaged, or interrupted by natural disaster or serious accident, or in other cases of emergency, the requirement of obtaining a permit under this section may be waived by the appropriate Committee of the Commission or the Commissioner upon notification to the Commissioner of the type and location of the work, the length of time necessary to complete the work and the name of the person or public agency conducting the work.*

In 2019, EFL completed a NEPA Categorical Exclusion (CE) for work on the sites. The CE is included as Appendix A. The CE includes coordination with the US Fish and Wildlife Service (USFWS) and Section 106 State Historic Properties (SHPO) coordination. Detailed damage inspection reports (DDI) were completed by VI DPW in 2018 and submitted to FHWA. The DDIs included pictures and damage descriptions for all the sites and are included as Appendix B. DDI reports assess the extent of storm damage to infrastructure as part of a determination by the Federal Government as to which repairs are caused by storms and therefore eligible for federal funds to repair the damage.

IMPACTED SITES

Table 1: St. John Project sites with anticipated CZMA impacts.

Site	Total Acres in LOD	Acres of CZMA Impact	Address	Estate	Centroid X coordinates	Centroid Y coordinates
C2	.47	.32	Route 104, Site 2, STJ	Contant	-64.7910004	18.3264999
C3	.99	.99	Route 107, STJ	Calabash Boom	-64.7067032	18.3321991
C5	.63	.29	Route 1041 Fish Bay Road, STJ	Rendezvous & Dittlef	-64.7744980	18.3218994
Total		**1.6**				

PROPOSED WORK SCHEDULE

Designs for the proposed projects are still in the conceptual phase. As site plans are developed for the five sites that potentially impact the CZMA, JMT will submit the final plans to DPNR for further review. JMT requests a waiver from CZMA for the proposed work or a contingent waiver with the condition of submission and approval of final design plans as they are developed. The anticipated project schedule is attached below in Table 2.

Table 2: Project Schedule

Activity	Milestone date
Notice to Proceed	December 14, 2020
Preliminary Design Submittals (30%) Group 1 Sites	March 25, 2021
Pre-Final Design Submittals (95%) Group 2 Sites	April 11, 2021
Final Design Submittals (100%) Site A4 Rt 33 Shibui	April 7, 2021
Preliminary Design Submittals (30%) Group 3 Sites	May 21, 2021
Intermediate Design Submittals (70%) Group 1 Sites	May 13, 2021
Final Design Submittals (100%) Group 2 Sites	May 14, 2021
Intermediate Design Submittals (70%) Group 3 Sites	July 13, 2021
Pre-Final Design Submittals (95%) Group 1 Sites	July 2, 2021
Pre-Final Design Submittals (95%) Group 3 Sites	August 31, 2021
Final Design Submittals (100%) Group 1 Sites	August 9, 2021
Permits	April 8, 2021
Project Construction Completion	June 30, 2022

Group 1: Site B6, Weymouth Rhymer Highway; Site C5, Rt 1041 Fish Bay Road; Site C1, Rt 104 Site 1 (Starfish Market); Site C3, Rt 107 Coral Bay; Site C4, Rt 108 Bordeaux Mountain Road
Group 2: Site A1, Rt 333, Site 1 (Agriculture Center); Site A2, Rt 334, Site 3 (Crown Mountain Road, up road side); Site A3, Rt 335, Site 1 (Crown Mountain Road, down road side)
Group 3: Site B7, Rt 42 MP 1.3 Mandahl; Site B3, Rts 33 and 40 (Four Corners); Site B4, Rt 33 Site 3 (Culvert Replacement); Site C2, Rt 104 Site 2 (Gas Station/School); Site B5, Rt 37 Site 3 (Hull Bay Road); Site B8, Rt 379 Site 7 Areas 1 and 2; Site B9, Rt 3017 Vested Gade; Site B1, Rt 30 MP 0.9 Fortuna Road; Site B2, Rt 30 Black Point Hill/Daisy

SITE SPECIFIC PROPOSED WORK PLANS

C2

Site C2 (Figure 2) was impacted by extreme stormwater runoff and includes damage to asphalt, stormwater swales and guts. A detailed damage description is included in Appendix B and detailed conceptual design plans can be found in Appendix C. Proposed work at this site includes milling and repaving with 3" depth asphalt; installation of a new concrete swale; and new pavement markings and cleaning of the gut at the end of the road. No utility relocation is deemed necessary at this site.

Avoidance and minimization measures

Appropriate erosion and sediment control measures will be applied based on approved standards and conditions set forth by agencies during the NEPA process, and as may be required by environmental permits. Work that is necessary outside of the established ROW footprint and paved area will be minimized or eliminated as much as possible.

C3

Site C3 (Figure 3) was impacted by roadway embankment damage, shoulder washout, and guardrail damage due to high water from the ocean during hurricane Irma. A detailed damage description is included in Appendix B and detailed conceptual design plans can be found in Appendix C. Proposed work includes temporary shoring and bracing; reconstruction of approximately 460 feet of concrete road; construction of a new 240 feet long by 15 feet high cantilevered retaining wall; removal and replacement of the catch basin at the trench drain; flowable fill under concrete pavement adjacent to trench drain; and removal and replacement of the guard rail and utility relocations.

Avoidance and minimization measures

Appropriate erosion and sediment control measures will be applied based on approved standards and conditions set forth by agencies during the NEPA process, and as may be required by environmental permits. Work that is necessary outside of the established ROW footprint and paved area will be minimized as much as possible. Temporary impacts outside of the established footprint needed to install the cantilevered wall needed to stabilize the slope will be minimized and done with the appropriate erosion and sediment controls.

C5

Site C5 (Figure 4) was impacted by slope failure, erosion, and undercutting of the concrete road. A detailed damage description is included in Appendix B and detailed conceptual design plans can be found in Appendix C. Proposed work includes temporary shoring and bracing; removal of one lane of existing concrete road; construction of a new cantilevered retaining wall; removal and replacement of the catch basin and culvert; installation of a drop manhole at the retaining wall; installation of mortared riprap/boulders/gabions at the outfall; and installation of guardrail.

Avoidance and minimization measures

Appropriate erosion and sediment control measures will be applied based on approved standards and conditions set forth by agencies during the NEPA process, and as may be required by environmental permits. Work that is necessary outside of the established ROW footprint and paved area will be minimized as much as possible. Temporary impacts outside of the established footprint needed to install the cantilevered wall needed to stabilize the slope will be minimized and done with the appropriate erosion and sediment controls.

SITE LOCATION MAPS

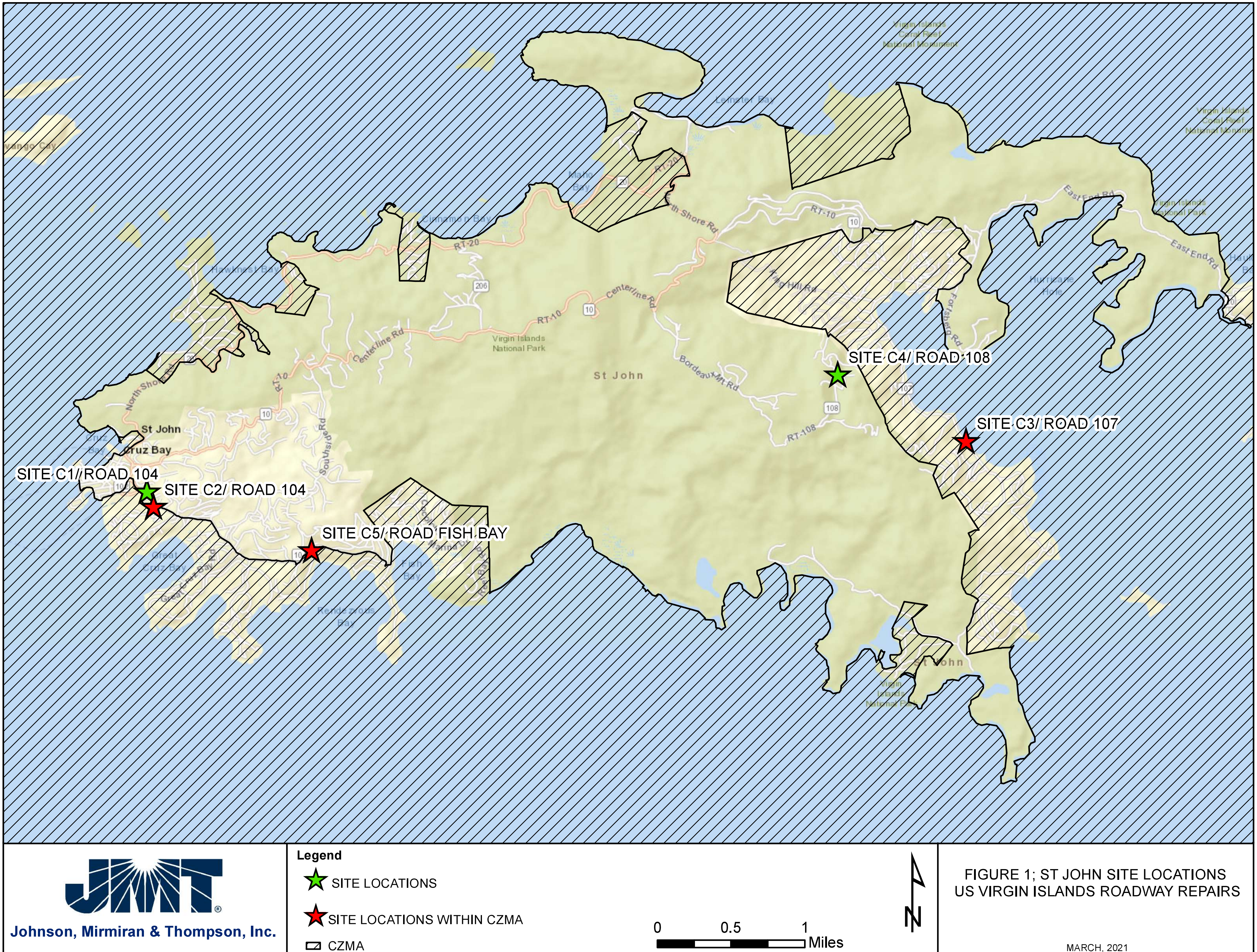

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FIGURE 1; ST JOHN SITE LOCATIONS
US VIRGIN ISLANDS ROADWAY REPAIRS

MARCH, 2021

Johnson, Mirmiran & Thompson, Inc.

Legend

- STUDY AREA
- CONCEPTUAL DESIGN FOOTPRINT
- CZMA

0 25 50 100 Feet

N

FIGURE 2; SITE C2
ST JOHN; US VIRGIN ISLANDS
ROADWAY REPAIRS

MARCH, 2021

Johnson, Mirmiran & Thompson, Inc.

Legend

- STUDY AREA
- CONCEPTUAL DESIGN FOOTPRINT
- CZMA

0 25 50 100 Feet

N

FIGURE 3; SITE C3
ST JOHN; US VIRGIN ISLANDS
ROADWAY REPAIRS

MARCH, 2021

Johnson, Mirmiran & Thompson, Inc.

Legend

- STUDY AREA
- CONCEPTUAL DESIGN FOOTPRINT
- CZMA

0 25 50 Feet

N

FIGURE 4; SITE C5
ST JOHN; US VIRGIN ISLANDS
ROADWAY REPAIRS

MARCH, 2021